GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

STARRED QUESTION NO:77
ANSWERED ON:02.12.1999
REPLACEMENT OF OLD RAIL TRACKS
T.M. SELVAGANAPATHI;Y.S. VIVEKANANDA REDDY

Will the Minister of RAILWAYS be pleased to state:

(a) Whether the Railways have decided to invest Rs. 2000 crore to reduce the accidents that occur due to human error;

(b) if so, whether the Committee on railway safety has asked the Government to help the railways for replacing old rail tracks, bridges and rolling stocks;

(c) the total kilometres of old railway tracks in the country, gauge-wise;

(d) whether out of the over one lakh bridges on the Indian Railway network, half were built in the 19th century and that the life of a bridge is around 100 years; and

(e) if so, the steps taken by the Government to replace the old tracks and bridges and to consider the suggestions made by the Railway Safety Committee?

Answer

MINISTER OF RAILWAYS (KM. MAMATA BANERJEE)

(a) to (e): A statement is laid on the table of the Sabha.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF LOK SABHA STARRED QUESTION NO.77 BY S/SHR VIVEKANANDA REDDY AND T.M. SELVAGANPATHI TO BE ANSWERED IN LOK SABHA ON 2.12.1999 REGAR REPLACEMENT OF OLD RAIL TRACKS

(a) Improvement to Railway safety is a continuous and ongoing process. To reduce the element of human error, a number of steps are being undertaken by the Railways which include induction of modern technology in the form of track circuiting, Auxiliary Warning System, mobile communication between guard and driver, mechanised maintenance of track. Provision of route-relay- interlocking /solid-state-interlocking and safety devices at level crossings also help reduce the element of human error. Railway staff involved in train operations are periodically trained as per laid down schedules so as to upgrade their knowledge. Simulators are being used to train drivers. In the current year the Railways have allocated Rs. 620.96 cr. for the above measures. Further investments in the ensuing years in these areas will depend upon the availability of resources.

(b) Railway Safety Review Committee which has submitted Part I of its report, has inter alia recommended that Government should provide a one time grant of Rs. 15,000 cr to the Railways so that arrears of track renewals, bridges, rolling stock and signalling gear are wiped out within a given time frame. The recommendations of the Committee are under examination of the Ministry.

(c) As on 1.4.1999, 12,260 km on broad gauge and 4,995 km on meter gauge and narrow gauge, excluding the length which has been sanctioned for gauge conversion, were due for renewal.

(d) Out of a total number of 1,19,724 bridges 51,340 bridges are over a hundred years old. The life of a bridge depends upon many factors like material used for construction, physical condition, timely and regular maintenance and type of stress the bridge is subjected to and thus does not have any fixed life.

(e) Renewal of over aged tracks and rehabilitation of distressed bridges are taken up keeping in view their condition Funds constraint has limited Railways efforts in wiping out all arrears of renewals and replacements. As regards the recommendations made by the Railway Safety Review Committee, these are under examination. xxx